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Children's Jackets in pongee, duck, pique and all wool fancies and broadcloths; an all wool Venetian cloth; neatly trimmed with braid; all sizes..... **\$1.75**

AMERICAN BATTLESHIPS

(Continued from page 1)

and Carter, of which more will be heard and seen anon.

The following messages passed by wireless between Mayor Herman Wise and Admiral Sperry during the trip:

"Mayor Herman Wise—Will pass light vessel at 12:30.

"SPERRY."

"Admiral Sperry—Will it be practicable for yourself and staff to board the Roanoke. Several hundred good Americans would be delighted to meet you. WISE."

"Mayor Wise—Many thanks for requests. Impracticable to board the Roanoke today. SPERRY."

"Admiral Sperry—This is a glorious spectacle. God bless the United States Navy. Good-bye. WISE."

"Mayor Wise—Many thanks for kind message, which is highly appreciated. SPERRY."

The transmission of these courtesies ended the contact of the visiting liner with the fleet and she detached herself for the home run which she made to the Callender dock by 3 o'clock, and then went on to the metropolis on her usual course of business. But it may be said in passing that the excursion of the Roanoke was a complete and appreciated success. And in fact the entire day and its events, will be a cherished remembrance with all who participated in it from any range whatever.

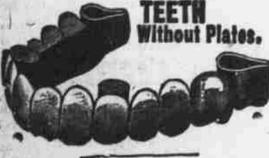
Rear-Admiral Charles S. Sperry's age limit for retirement is September 3, 1909.

The fleet consists of 16 battleships, with a complement of 619 officers and 13,147 men.

The armament of the sea fighters is as follows:

CONNECTICUT—4 12-inch breech loading rifles, 8 8-inch breech loading rifles, 12 7-inch breech loading rifles,

TEETH Without Plates.



The Old Reliable CHICAGO PAINLESS DENTISTS

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Are equipped to do all kinds of Dental work at very lowest prices. Nervous people and those afflicted with heart weakness may have no fear of the dental chair.

22 K. crown.....\$5.00
Bridge work, per tooth.....5.00
Gold fillings.....\$1.00 up
Silver fillings.....50c to \$1.00
Best rubber plate.....\$8.00
Aluminum-line plate \$10 to \$15.00

These offices are modern throughout. We are able to do all work absolutely painless. Our success is due to uniform high grade work by gentlemanly operators having 10 to 15 years' experience. Vegetable Vapor, patented and used only by us for painless extraction of teeth, 50c. A binding guarantee given with all work for 10 years. Examination and consultation FREE. Lady in attendance. Eighteen offices in the United States.

Cor. Commercial and Eleventh Sts., over Dansiger store.

20 3-inch rapid-fire, 12 3-pdr. semi-auto., 2 3-inch field, 6 30-cal. a., 2 30-cal. m.

LOUISIANA—4 12-inch breech loading rifles, 8 8-inch breech loading rifles, 12 7-inch breech loading rifles, 20 3-inch rapid-fire, 12 3-pdr. semi-auto., 2 1-pdr. auto., 2 3-inch field, 6 30-cal. a., 2 30-cal. m.

KANSAS—4 12-inch breech loading rifles, 8 8-inch breech loading rifles, 12 7-inch breech loading rifles, 20 3-inch rapid-fire, 12 3-pdr. semi-auto., 2 1-pdr. auto., 2 3-inch field, 4 30-cal. a., 2 30-cal. m.

VERMONT—4 12-inch breech loading rifles, 8 8-inch breech loading rifles, 12 7-inch breech loading rifles, 20 3-inch rapid-fire, 12 3-pdr. semi-auto., 4 1-pdr. auto., 2 3-inch field, 6 30-cal. a., 2 30-cal. m.

GEORGIA—4 12-inch breech loading rifles, 8 8-inch breech loading rifles, 12 6-inch rapid-fire, 12 3-inch rapid-fire, 12 3-pdr. rapid-fire, 2 1-pdr. rapid-fire, 2 3-inch field, 4 30-cal. a., 2 30-cal. m.

VIRGINIA—Same as Georgia.

NEW JERSEY—4 12-inch breech loading rifles, 8 8-inch breech loading rifles, 12 6-inch rapid-fire, 12 3-inch rapid-fire, 12 3-pdr. rapid-fire, 2 1-pdr. rapid-fire, 2 3-inch field, 4 30-cal. a., 2 30-cal. m.

RHODE ISLAND—4 12-inch breech loading rifles, 8 8-inch breech loading rifles, 12 6-inch rapid-fire, 12 3-inch rapid-fire, 12 3-pdr. rapid-fire, 2 1-pdr. rapid-fire, 2 3-inch field, 4 30-cal. a., 2 30-cal. m.

MINNESOTA—4 12-inch breech loading rifles, 8 8-inch breech loading rifles, 12 7-inch breech loading rifles, 20 3-inch rapid-fire, 12 3-pdr. semi-auto., 2 1-pdr. auto., 2 3-inch field, 2 30-cal. m.

OHIO—4 12-inch breech loading rifles, 16 6-inch rapid-fire, 6 3-inch rapid-fire, 8 3-pdr. rapid-fire, 6 1-pdr. rapid-fire, 2 3-inch field, 2 30-cal. a.

MISSOURI—4 12-inch breech loading rifles, 16 6-inch rapid-fire, 6 3-inch rapid-fire, 8 3-pdr. rapid-fire, 4 1-pdr. rapid-fire, 2 3-inch field.

ILLINOIS—4 13-inch breech loading rifles, 14 6-inch rapid-fire, 16 6-pdr. rapid-fire, 2 1-pdr. rapid-fire, 2 3-inch field, 4 30-cal. a.

KEARSARGE—4 13-inch breech loading rifles, 4 8-inch breech loading rifles, 14 5-inch rapid-fire, 12 6-pdr. rapid-fire, 2 1-pdr., 2 3-inch field, 4 30-cal. a.

KENTUCKY—4 13-inch breech loading rifles, 4 8-inch breech loading rifles, 14 5-inch rapid-fire, 20 6-pdr. rapid-fire, 4 1-pdr. rapid-fire, 2 3-inch field, 4 30-cal. a.

NEBRASKA—4 12-inch breech loading rifles, 8 8-inch breech loading rifles, 12 6-inch rapid-fire, 12 3-inch rapid-fire, 12 3-pdr. rapid-fire, 2 3-inch field, 6 30-cal. a., 2 30-cal. m.

WISCONSIN—4 13-inch breech loading rifles, 14 6-inch rapid-fire, 16 6-pdr. rapid-fire, 6 1-pdr. rapid-fire, 2 3-inch field, 4 30-cal. a.

HISTORY OF SPERRY IN BRIEF

Rear-Admiral Charles S. Sperry, who Friday became commander-in-chief of the Atlantic fleet, has been selected by the President to take the battleships to Australia and Japan and back to the United States.

In a recent interview in the Admiral's cabin on the U. S. S. Alabama, flagship of the Fourth Division, of which Sperry was then commander, he was asked in regard to the statement that he had been ill and that the present trip would be his last sea duty.

A quizzical, somewhat cynical smile overspread the Admiral's face. He replied:

"In the summer of 1905, when I was a member of the General Board in Washington, I one day contracted a severe toothache, which spread

TEA

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Your grocer returns your money if you don't like Schilling's Best; we pay him.

over my face and made me both unrepresentable and very unhappy. On account of this I missed one session of the board, which, with one other exception, that I will relate to you, was the only duty that I ever missed in my life. Since then the service has been filled with the most extravagant rumors. 'Sperry was incapacitated!' 'Sperry was a sick man!' 'Sperry would be forced soon to ask for a retirement!' Perhaps the wish was father to the thought when it was known that I was the youngest admiral on the advanced list."

The Admiral certainly did not have the appearance of a sick man. A healthy and handsome tan was on his face—the tan which only years of exposure to all climates breeds in a fine texture of skin, the tan which looks as if a pigment of sepia had been inserted beneath the cuticle. His eyes which, at the beginning of our talk, slept with the prophetic vision of seasoned age, from time to time flashed dry humor, and again a sparkling intelligence. His form was upright, spare, and his walk, when he later went on deck with us, possessed the springy alertness of one who had spent his life on the ladders of battleships.

"The other time when I was off duty," continued the Admiral, "was on the China station some years ago, when I was commander of the New Orleans. One day I contracted a severe cold and, having a spry young executive officer, I took to my bed for two days and downed the cold. With those two exceptions I have never missed a day's duty in my life."

He then became reminiscent and gave a glimpse of what a vigorous, successful naval officer must do for half a century if he wishes to attain supreme command.

"I have been forty-six years in the service," said he. "Man and boy. That takes in the time from when I entered the naval academy to now. In that forty-six years, including a month's vacation each of my four years in the academy, I have had leave amounting to one year and ten months; the remaining forty-four years and two months I have been every day on duty. Since 1871 I have had six weeks' leave, which was spent with my wife on our honeymoon in Savannah.

"So I think you are safe in denying absolutely that rumor about my serious illness."

"When were you in Australia last?"

"In '69 on the old Kearsarge, the original Kearsarge, the one that finished the Alabama, original of the ship I am now on. I was an ensign then; the captain was Jim Thornton, who had been the executive officer on the day they whipped Semmes and the celebrated Confederate cruiser. It was Thornton's idea of lowering the anchor chains over the side and covering them with canvas painted to look like the hull that saved the Kearsarge's boilers. That was a bully cruise. We youngsters loved that life, roaming through the South Seas, and it will be a great delight for me to go over it again with so magnificent a fleet as this."

"What Australian ports will you take in?"

"Of course, I can't say what the navy department will order, but it will likely be Sydney first, and then Melbourne. Though, if we want to go from Honolulu without stopping to coal in either the Samoan group or the Fijis we had better go to Auckland, a run that could be made direct from Honolulu without a stop."

"Will you go inside the Barrier Reefs?"

"It is hardly likely. We would have to take pilots then, and you know the navy is not partial to pilots. We like to do our own navigating. We will get along well enough with British Admiralty charts. I think we never get enough credit for the navigating we do, without local assistance. A great howl is always made if a naval ship gets into trouble, but you will find that our percentages are far less than those of merchanters. The pilots always raise a great cry if we strike a rock; it would be fine business for them if they could add the navy to their list. Everything was done to make it appear that we had pilots through the Straits of Magellan, when, as you know, our own navigators only laughed at the suggestion. The passage of Magellan, however, is not difficult."

"Then you will have no pilots?"

"Of course not. There is no place where they could be used. We will go outside the Barrier Reefs on the east coast of Australia. The Straits of Macassar is the only other ticklish place and our charts will see us through there. A pilot would be more or less useless, even if we shipped one. You see, they navigate entirely by experience, based on knowledge of landmarks to which they are accustomed, and the draught of vessels which usually ply their waters. When they get hold of a battleship which has a draught different to any they know they are worse off than we are with



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our charts on which the soundings have been previously marked. No. We will stick to the B. A."

"What will be your most difficult feat of navigation?"

"Now that it has been announced that the fleet will go to Japan I think I would unhesitatingly answer, 'The Inland Sea.' That is, to my mind, the most difficult well-worn waterway in the world; certainly far more difficult than the Straits of Magellan. Aside from that, our course from San Francisco to New York is comparatively easy."

"How will you feel in going to Japan?"

"Greatly delighted, in many ways. I have been there frequently before, and am always charmed with the people and the country. And then, I have a number of friends there. Only the other day I had a personal letter from my old friend, whom I have known for many years, Admiral Shimamura, who was Togo's chief of staff during the war with Russia. And I also know Admiral Uriu; knew him when he was a cadet at Annapolis."

"Were you not the leader of that celebrated 'hare and hounds' expedition from the Yorktown after Aguinaldo in upper Luzon?"

"Yes. That was a fast time, but it was a marine jaunt, a chase into the bosky. Curiously enough, the best things I have had the chance to do in my career have been out of the regular line of a naval officer's duties."

"What other, for instance?"

"The hardest job I ever had in my life was when I went to The Hague as the United States naval delegate to the Peace Conference. I sweat blood over that."

"Why so hard? That was a 'kid-glove' assignment, which popular notion always ascribes as being especially congenial to a naval officer."

"There were kid gloves aplenty, but one forgot them readily enough. You see, I was appointed to revise the articles on maritime law, and I was put up against the most plausible lot of schemers you ever saw in your life. It is not a square deal to run in a simple-hearted, honest-minded American naval officer with a bunch of slick Latin lawyers."

"What did they do to you?"

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The Commercial.

One of the coziest and most popular resorts in the city is the Commercial. A new billiard room, a pleasant sitting room and handsome fixtures all go to make an agreeable meeting place for gentlemen, there to discuss the topics of the day, play a game of billiards and enjoy the fine refreshments served there. The best of goods are only handled, and this fact being so well known, a large business is done at the Commercial, on Commercial street near Eleventh.

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The man who delights in personal cleanliness, and enjoys his shave, shampoo, haircut, and bath, in Astoria, always goes to the Occident barber shop for these things—and gets them at their best.